The flight of steps at the bathing ghat at Kandiyur *Arattukadavu* was in disrepair and unfit for use. The tank being very useful to the inhabitants of Kandiyur and other neighbouring places for bathing purposes, the flight of steps at the ghat should be repaired at an early date.

The portion of the Mavelikara-Pandalam road on the eastern side of the Tazhakara bridge was narrow, dirty and in disrepair. Epidemics were frequent at the surrounding places which were congested. Motor vehicles were often passing along the road and unless the above-said portion of it were widened, accidents were likely to occur.

The Kochikkal-Panachamud village road should be metalled and repaired. That was the easiest route to the Kayankulam-Mannar road and to Panachamud from Mavelikara. Only lands for a length of a furlong near the Kattuvalli temple need be acquired. It would be a convenient pathway to Mavelikara, especially for the school-going children of Kannamangalam and other places.

The lanes within the municipal limits of Mavelikara were dirty, narrow and unfit for use. They should be improved. As the Municipal Council had not sufficient funds, it could not undertake the work ; the Government should therefore arrange for this work being done at their cost or a special grant should be given to the Council for the purpose.

There were no urinals attached to the Training School and the Fort Primary School, and the adjoining roads and lands were therefore in an insanitary condition. It was a nuisance to the public at large and particularly to the officers in the Anchal Office, Police Station, and Taluk Cutcherry which were situated near the schools.

The absence of a latrine for the use of the students living in the boarding house attached to the Special School was also a source of inconvenience to the inmates and of nuisance to the public. A latrine should therefore be constructed at an early date.

The number of drunkards frequenting the liquor shops within the municipal limits was on the increase. They constituted a menace to the public peace. The shops should be removed outside the town limits. The Council had already passed a resolution to the above effect.

Lastly, in order to improve its finances, the Municipal Council, Mavelikara, should be allowed to levy tolls on vehicles.

DEWAN'S REPLY: Mr. Madhava Menon, in regard to the repair of the Valiakulam tank, that is a matter for the Municipality.

The member said that the tank was under the Maramat Department.

DEWAN: Then, I will have the matter brought to the notice of the Maramat Department.

As regards the Kandiyur *Arattukadavu*, a sum of Rs. 7,900 has been sanctioned for the work already. Funds will be allotted this year, and I hope the Public Works Department will be able to complete the work this year.

The question of widening some of the public roads is being examined by the Public Works Department ; and so too the question of metalling the roads from the Kochikkal bridge to Panachamud.

In regard to the widening of town lanes, you must go to the Municipality for that ; so also for the other needs of the Municipality.

In regard to the construction of urinals in the schools you mentioned, the Director of Public Instruction agrees with you that it is an urgent necessity and the matter is being taken up.

In regard to the removal of the liquor shops from the Municipal limits, that is a matter which the Excise Commissioner is enquiring into, and next time he visits Mavelikara, I am sure he will pay personal attention to it.

In regard to the levy of tolls, I do not think you can hope for a remission in regard to that.

140. Needs of the Alleppey town.

MR. V. JACOB OOMMAN (*Member, Trading Classes, Alleppey*) spoke about the unsatisfactory condition of the roads in the Alleppey town. Representations made to the Municipal Council were of no avail as, for want of funds, they

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could not take up the maintenance of the roads. The Government should therefore either help the Council with funds for the proper maintenance of the roads or the work should be entrusted to the Public Works Department.

The commercial importance of the Alleppey town mainly depended on the network of its canals the chief of which was the Commercial canal. It had been silted up by the banks breaking down during the monsoon seasons in portions where R. C. works had not been done. Traffic was handicapped. Necessary orders should therefore be issued to the Public Works Department to complete the remaining R. C. works in the canal.

The existing two foot-bridges, at the northern and southern banks of the Commercial canal were in a damaged condition. They should be repaired immediately. There was no bridge connecting the two sides of the main canal so that people from one side of the canal were forced to walk over a distance of about a mile in order to go to the other side, separated by a distance of only 40 feet. A foot-bridge should therefore be constructed about the place without further delay. In addition, two more foot-bridges should be put up at convenient places.

The Alleppey town was expanding towards the north of the Vadai canal and the locality was thickly populated. People had to cross the canal several times a day but there were only two bridges for a distance of about two miles. Two more bridges, one near the Government Timber Depôt and the other at the Vazhicherry ferry, should be constructed at an early date. Materials for the bridge at the latter place were stocked some years ago but the work had not yet been taken up. The work should be put in hand without further delay.

The Quilon-Alleppey road was comparatively very narrow and badly maintained. Repairs were not done satisfactorily and promptly. The portion of the road between Haripad and Ambalapuzha should receive the immediate attention of the Government. If the road was not attended to early, it would be rendered quite unfit for traffic with the advent of the monsoon. The road should therefore be widened and repaired soon.

A road from Cochin to Alleppey was an imperative necessity. With the development of trade at both the places, communication between them in the shortest time possible had become essential. Further, the exports from Alleppey were increasing year by year and transport of raw products from Central Travancore would be rendered easier with the opening of this road.

The opening of the Madayan *todu* starting from the 4th mile of the Alleppey-Shertallai canal and connecting the Vembanad backwater was begun as a relief measure during the floods of 1099. Its total length was about two miles, but only one mile had been finished. The opening of that canal and the Shertallai-Alleppey canal was initiated with a view to give additional facilities to the inhabitants of Alleppey, Shertallai and their suburbs. But on account of the non-completion of the *todu* in question, the people were inconvenienced in several ways. During summer, the water from the adjoining tracts percolated through the loose sandy soil into the canal thereby causing drought in the adjoining garden lands on a higher level. In winter, the surplus water in the adjoining paddy fields could not be easily drained away and the crops were destroyed by stagnant water. If the Madayan *todu* be widened and completed, there would be free drainage during winter ; and during summer, the level of water would be regulated by the tides from the backwater. The cost of the work was trifling when compared with its importance and utility. The matter should therefore receive the earnest attention of the Government.

Lastly, the member referred to the unsatisfactory nature of work done by the Public Works Department at Alleppey. The iron materials stocked for the construction of the bridge at Vazhichery ferry were becoming rusty. The roads under the control of that department were not satisfactorily maintained. The repairs to roads, bridges, etc., were not carried out at the proper time and consequently accidents were frequent. The works in respect of roads, canals, etc., were indefinitely postponed, thereby causing considerable inconvenience to pedestrian

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and commercial traffic. The annual budget allotments in the Alleppey Sub-Division were not being fully spent, but were allowed to lapse. All public works in respect of roads, bridges, etc., should be immediately attended to and instructions issued to spend the whole of the allotments and to prevent lapse of sanctioned funds.

DEWAN'S REPLY: Mr. Jacob Oommen, the question of additional conveniences at Alleppey for crossing the canal is engaging the attention of the Public Works Department.

The question of completion of the Madayan *todu* is likewise engaging the attention of that department. I do not quite know what you mean by R. C. works.

MEMBER : Reinforced concrete works.

DEWAN: That is a matter which would cost a great deal of money and what can be done year by year is being considered by the Chief Engineer. I am sorry to hear that the roads of Alleppey are in an unsatisfactory condition. I can only repeat my reply of last year and add that I fail entirely to follow the sequence of thought which induces you to say that since the Muncipality does not look after the roads they should hand them over to the Public Works Department. That I thought was a compliment you were paying to the Public Works Department. But next you say that the P. W. D. maintain roads very unsatisfactorily. So it apparently means from the frying pan into the fire. I do not know which you want. The Alleppey Municipality consists of elected representatives. It is a form of self-government. Therefore, I have not the slighest doubt that the people's representatives will be the best authority in regard to serving the interests of the people.

141. Some Needs of the Kottayam town.

MR. MATHU MATTHEW (*Member, Trading Classes, Kottayam*) pointed ou that the Tirunakkara market was in the same condition as it was when opened fifty years ago. It was not large enough to accommodate the business during market days and much hardship was being experienced. There were no covered stalls and the market was miry during rains. Further, traffic along the adjoining roads during market days was very difficult because the market was held on the roads also. The need for increasing the area of the market had been brought to the notice of the Government ever since the foundation of the Assembly. The right of collecting the tolls from the market had been vested in the local Municipal Council which had already realised a sum of Rs. 50,000 therefrom without making any corresponding improvements in the market. The member therefore suggested the following suggestions for its improvement :—

(1) Drains should be constructed on both sides.

(2) Fifty per cent. of the revenue derived from the market should be spent for improvements.

(3) The market site should be extended.

(4) A joint inspection of the market should be conducted by the Sanitary Commissioner and the local Executive Engineer in view to suggesting to the Municipal Council the construction of an adequate number of suitable stalls and buildings.

The Tirunakkara *maidan* situated in the centre of the Kottayam town was the only open space of ground that could be used by the school-going children as playground and by the local police for drill. It was also used as a recreation ground by the merchants of the locality, which was crowded The wire fencing which originally enclosed the *maidan* had disappeared in places and carts laden with goods and motor cars were being freely parked there. At night it also served as urinal and latrine. An estimate for Rs. 6,000 for enclosing the *maidan* was once prepared and application was made to the Government for a grant of one-half of that amount. The then Dewan, Dewan Bahadur Mr. Raghaviah, had promised to give a grant. The Council could not

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